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1845.
PROSPECTUS

OF THE

NEW-BRUNSWICK RAILWAY,

FROM THE

CITY OF SAINT JOHN

TO THE

CITY OF FREDERICTON,

AND THENCE TO THE

GRAND FALLS OF THE RIVER SAINT JOHN.

SAINT JOHN, N. B.

PRINTED BY HENRY CHUBB & COMPANY, COURIER OFFICE.

1845.

PROSPECTUS

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NEW BRITAIN RAILWAY

JOHN G. WHITE

CITY OF BOSTON

JOHN G. WHITE

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PROSPECTUS

OF THE

NEW-BRUNSWICK RAILWAY,

From the City of Saint John, in the Province of New-Brunswick, to the City of Fredericton, on the River Saint John, and from thence to the Grand Falls of the River; with power of establishing Connecting Branches from any part of the Province, as also of plying Steam Vessels on any part of the River Saint John or its Branches, and on such of the Lakes as the Company may deem desirable.

Capital, £1,500,000, in 30,000 Shares of £50 each;

Deposit, £2 per Share.

Owing to the River Saint John not being navigable for Steamers from the City of Fredericton to the Grand Falls in this Province, it has been attended with enormous expence and labour in conveying merchandize to the thickly settled country between the City of Fredericton and the Grand Falls, as well as to a large population of British Subjects and American Citizens above the same, and to Lumberers engaged in cutting and getting out Timber. When it is taken into consideration that the chief part of the Timber shipped from the Port of Saint John to the Mother Country is procured from this part of the Province, it is easy to conceive what a vast expence and labour would be saved, were a Railway established and Steam Boats put on the River above the Grand Falls, where it is navigable for Steam Vessels through a fine and improving country for about one hundred miles, settled on one side by British Subjects and on the other by American Citizens; and indeed here it might be more advantageous for the Company to establish a Branch of the Railway leading to the River Saint Francis, than by placing Steamers on that part of the River Saint John; but either can be done with profit to the Company. A Steamer could also be placed above the Falls, to ply on the River to the Madawaska River, and thence up the said last-mentioned River, a distance of twenty-two miles, to Lake Temisconata; thence up the Lake, a distance of fifteen miles, to a good Road, of thirty-six miles,

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across the Portage, to River du Loup, on the River Saint Lawrence, which would secure all Passengers from Canada.

It is only necessary to refer to the Map of that part of the country through which the contemplated Line is intended to pass, to be convinced of the importance of the project;—and by the accomplishment of this great object, thousands and thousands of valuable settlers would resort to this part of the country, who are now only deterred from so doing by the difficulties incurred in ascending the said River, and of getting their supplies from Saint John, and making returns of the produce of the land.

The Town of Woodstock is situated about sixty miles above the City of Fredericton, and is now a very large Settlement, and is the Shire Town of the County of Carleton, through which the contemplated Railway will pass, and to which Town very large quantities of Merchandize are annually transmitted from the City of Saint John, for the consumption of a thickly populated country around;—and as Houlton, a large Settlement in the United States, and a garrisoned Town with extensive Barracks, is within twelve miles of Woodstock, it would with more facility obtain a supply of Merchandize from Saint John by means of the Railway, than in any other way.

At the Grand Falls there is already a considerable Settlement, and at this place Government are about erecting Barracks for the accommodation of Troops, where it is expected a Garrison will be stationed for the protection of the Frontier of that part of the Province,—at this place there is now a detachment of soldiers constantly on guard; and as a Town Plot has already been laid out, there can be no question of a large Town being built there, if the Railway be got into operation.

By means also of the Railway the Grand Falls may be brought within eight or nine hours' reach of the City of Saint John—one of the most flourishing Commercial seaport towns of British North America. The grandeur of the Falls, the fertility of the country around, and the picturesque scenery of one of the finest Rivers in America, would no doubt attract an immense number of visitors annually, from which much profit must accrue to the Company; and the City of Fredericton, being the Capital of the Province, would, necessarily, occasion a good deal of passing and re-passing on the Railway from the country above.

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As the River Saint John is navigable for Steam Vessels from the City of Saint John to the City of Fredericton, and on which there are now Steamers plying nightly and daily, the object of this Company is to commence the Railway at Fredericton, and to extend it to the Grand Falls, and afterwards to connect it by a line direct to Saint John.

It ought here to be observed, that if the contemplated Halifax and Quebec Railway should be undertaken, it could best come in connection with this Company's Line at the City of Saint John, by a line from Halifax *direct* to some convenient and safe Harbour on the Bay of Fundy, accessible to Steamers at all seasons of the year, thence by Steam Boat to the City of Saint John, a distance of about thirty-five miles; and the line from Quebec could again come in connection with this Company's line at the Grand Falls.

The distance from the City of Fredericton to the Grand Falls, by the Post Road, is 136 miles, but the line by which the Railway will probably run must shorten the distance several miles; taking, then, the distance at 130 miles, and the situation of the country through which it will pass, and the average cost of Railways per mile in the United States, it is estimated that £500,000, Currency of this Province, or £400,000 Sterling, will be the outside cost of the Railway, including Cars and Engines, from the City of Fredericton to the Grand Falls; and the distance from Fredericton to the City of Saint John, by the line that the Railway will probably run, would be about sixty miles;—and taking into consideration the probable expence of Branch Railways, and also of Steam Vessels, which the Company may find it advantageous to put on different parts of the River as well as Lakes, it is estimated that the Capital of £1,500,000 will be more than sufficient to accomplish the whole—and there can be no doubt, in the mind of any reflecting person, of its yielding a profitable return to the Stockholders. But in order to prevent the possibility of loss to the Company, the Province will grant to the Company a Bonus of from £10,000 to £15,000 per year, for five years from the time the Railway is got into operation from Fredericton to the Grand Falls,—which sum was contemplated by the Legislature to be appropriated annually towards the improvement of the navigation of the River Saint John, between Fredericton and the Grand Falls, which would be rendered uncalled for, if the Railway be

acrestablished; and the Province will also give to the Company full permission to carry the Railway through and over ungranted Lands gratis, and all Timber and Materials that from such Crown Lands can be procured for the work, as well as Grants, in blocks, of ungranted Lands that the Company may require at the several Stations of the Railway.—Moreover, individual Land-owners will without doubt cheerfully give the Land required for the Railway, for the sake of having it pass through and increase the value of their property; and as the Railway will be carried through a Country surrounded with valuable Timber suitable for the purposes of the work, it may be accomplished at a far less expense than in England, and even than in the United States. The Fuel also required for working the Engines can be supplied at a very trifling cost along the line, at the different Stations that may be appointed by the Company.

The population of the Country through which this Railway will pass, and of that above the Grand Falls, of British Subjects, who are chiefly engaged in Merchandize, Lumbering, and Agriculture, exceeds forty thousand;—the population also of the American Territory, there carrying on Lumbering to a vast extent, who have no means of getting their Timber to market save by the River Saint John, will then, by this Railway, be able to obtain their Supplies from the Port of Saint John at a far more moderate cost than from any other source; which clearly shows the great importance of the project.

The great object of this Company is to get the Railway completed between the City of Fredericton and the Grand Falls as soon as possible, and that the work should commence as early in the ensuing Spring as circumstances will admit, not doubting that the Legislature of the Province will, at its next meeting in January, grant all the facilities in support of the Company before set forth.

A Bill for Incorporating the Company, embracing all the foregoing objects, will be laid before the Legislature for enactment at its meeting in January next, and will no doubt pass without opposition. The Bill will give power to the Company to commence operations as soon as £300,000 of the Stock is taken up, and to make such Bye-Laws and Regulations as may be deemed necessary for the good government of the Company.

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A fair calculation of the annual profits to be derived by the Company from this Railway will be seen by the Schedule hereunto annexed, and which will be increased to a great extent, annually, after the Railway is once got into operation.

In the Province of New-Brunswick a large proportion of the Stock will be taken up by Capitalists, convinced as they are that it will prove a most advantageous investment of their money.

SCHEDULE OF THE PROBABLE AMOUNT OF ANNUAL INCOME,

As estimated for the Transportation of Merchandize, Passengers, and various Products on the proposed Railway from Fredericton to the Grand Falls.

10,000 Tons of Freight, from Fredericton to the Grand Falls, is considered as a moderate estimate, which now costs £4 per Ton; but say by the Railway, 3d. per Mile, makes to the Grand Falls, 34s. per Ton,	- £17,000
Way Freight, at the same rate per Mile, estimated at 5,000	
25,000 Passengers, at 20s. each, (50s. each being the present rate,)	- 25,000
Downward Freight, say not less than	- 7,000
Bonus from the Province, say per Year, for the first five Years,	- 10,000
	<hr/>
	£64,000

Add to this what may be given for carrying the Mails,

Also from Government for conveying Troops,

Forms of application for Shares, and Copies of the Prospectus, with a view of the Plan, may be obtained at the Office of Messrs. GILBERT, HOOKE, STREET & GUTTERES, Solicitors, Philpot-lane, Fenchurch-street, London, and at the Office of Messrs. STREET & WARDLAW, Solicitors, in the City of Saint John, New-Brunswick.

Saint John, New-Brunswick, September, 1845.

acres. We, the undersigned, do hereby certify, that we have carefully perused the foregoing Prospectus of the contemplated ~~Iron~~ Brunswick Railway, from the City of Saint John to the Grand Falls of the River Saint John: and we have no hesitation in saying, that, in our opinion, the advantage to the Country, and to the Stockholders, set forth in the Prospectus, will be fully realized. And we do further certify, as our firm belief, that the Legislature will, by enactment, grant to the said Company the aid and assistance mentioned and set forth in the said Prospectus.

JOHN S. SAUNDERS, *Member of the Executive and Legislative Councils, and Secretary of the Province.*

THOMAS BAILLIE, *Surveyor General of the Province.*

GEO. SHORE, *Member of the Legislative Council, and Adjutant General of the Militia of the Province of New-Brunswick.*

GEO. FRED'K. STREET, *Member of the Executive and Legislative Councils, and Solicitor General of the Province.*

W. H. ROBINSON, *Member Legislative Council.*

CHARLES SIMONDS, *Member of the Executive Council, and one of the Representatives of the People.*

W. B. KINNEAR, *Member of the Legislative Council.*

L. DONALDSON, *Mayor of the City of Saint John, N. B.*

B. ROBINSON, *Treasurer of the Province.*

W. H. STREET, *Member of the House of Assembly.*

J. R. PARTELOW, *M. P. P. for the County of Saint John.*

J. WHITE, *High Sheriff of Saint John.*

A. SMITHERS, *Manager of the Bank of British North America, St. John.*

ALEX. BOYLE, *M. D.—F. R. C. P. Edin.—Surgeon to the Forces, H. P.*

I. WOODWARD, *ex-Member of the Assembly.*

JAMES TAYLOR, *Member of the House of Assembly.*

EDWARD L. JARVIS, *Merchant, Saint John.*

EDWARD ALLISON, *Merchant, Saint John.*

T. L. NICHOLSON & CO., *Merchants, Saint John.*

ROBERT BAYARD, *M. D. and D. C. L.*

L. H. DEVEBER & SON, *Merchants, Saint John.*

ROBERT RANKIN & CO., *Merchants, Saint John.*

JOHN KERR & CO., *Merchants, Saint John.*

JAMES ALEXANDER, *Merchant, Saint John.*

CROOKSHANK & WALKER, *Merchants, Saint John.*

THOMAS EDWARD MILLIDGE, *Merchant, Saint John.*

WILLIAM CARVILL, *Merchant, Saint John.*

ESTEY & BLACK, *Merchants, Saint John.*

ADAMS & KETCHUM, *Merchants, Saint John.*

THOMAS R. GORDON, *Merchant, Saint John.*

OWENS & DUNCAN, *Merchants, Saint John.*

PARKS & HEGAN, *Merchants, Saint John.*

DOHERTY & McTAVISH, *Merchants, Saint John.*

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